TABLE OF CONTENTS

SECTION **PAGE**

FIGURES

F.0 TRANSPORTATION PLAN

This Transportation Plan was prepared in accordance with the Department of Toxic Substances Control (DTSC's) *Transportation Plan Preparation Guidance for Site Remediation* (May 1994) to minimize potential health, safety and environmental risks resulting from movement of soil offsite. The Transportation Plan includes the following components:

- Materials and wastes to be transported;
- Destination of materials and wastes;
- Mode of transportation;
- Travel routes;
- Loading procedures;
- Record keeping; and
- Spill contingency measures.

F.1 CHARACTERISTICS OF MATERIAL TO BE TRANSPORTED

Soil containing chemicals of concern (COCs) at concentrations above the preliminary remediation goals (PRGs) established for the Site will be transported and disposed of offsite. Laboratory analysis of the soil samples collected at the Site has revealed: total petroleum hydrocarbons (TPH) as diesel (TPHd) up to 849 milligrams per kilogram (mg/kg; W-13 at 0.5 feet below ground surface); and TPH as motor oil (TPHmo) up to 1,370 mg/kg (W-20 at 1-foot below ground surface above their preliminary remedial goals (PRGs) of 100 mg/kg for the protection of groundwater resources. Laboratory analysis of the soil gas samples collected at the Site has revealed: tetrachloroethene (PCE) up to 1,090 micrograms per cubic meter ($\mu g/m^3$; W-24 at five feet below ground surface), which is above its PRG of 180 $\mu g/m^3$; and the 1,1,1-trichloroethane stabilizer, 1,4-dioxane up to 4,370 $\mu g/m^3$ (W-11 at three feet below ground surface), which is above its PRG of 2,500 $\mu g/m^3$.

Based on a residential land use scenario, the recommended response actions include: excavation and offsite disposal of approximately 600 cubic yards of soil to address TPH in soil and PCE and 1,4-dioxane in soil gas. Approximately 300 cubic yards of soil will be excavated to approximately three feet below ground surface in the vicinity of the wash rack and the drop inlet near the loading dock to remove TPH in soil above the PRG of 100 mg/kg. Approximately 300 cubic yards of soil will be excavated to approximately eight feet below ground surface in the vicinity of the loading dock to remove PCE and 1,4-dioxane in soil gas above their respective PRGs of 180 $\mu g/m^3$ and 2,500 $\mu g/m^3$. Pursuant to AB 939 requirements, the ground cover, including asphalt and concrete pavement, will be recycled.

It has been estimated that approximately 600 cubic yards of soil containing COCs below California hazardous waste criteria, but above the PRGs, will be transported offsite to a Class II or Class III waste management facility. The 90 percent upper confidence limit of the mean concentration (90 percent UCL) for the soil analytical data for metals has not revealed concentrations requiring evaluation with the California Toxic Threshold Limit Concentrations (TTLCs) or Soluble Threshold Limit Concentrations (STLCs). In addition, the 90 percent UCL for lead in soil was calculated below 350 mg/kg; as such, the soil is anticipated to be disposed at a Class II or Class III waste management facility in accordance with Health and Safety Code Section 25157.8.

In the event that previously uncharacterized materials are observed in soil during the excavation activities, samples will be collected and analyzed. If additional soil is characterized as hazardous waste, i.e., containing lead above 350 mg/kg or containing leachable concentration of chemicals (as determined by the Waste Extract Test or Toxic Characteristic Leaching Potential), above concentrations permitted for the Class II waste management facility, the soil will be disposed at a appropriately permitted Class I waste management facility.

F.2 DESTINATION OF WASTES AND MATERIALS

The final destination of waste and materials will be selected by La Vista, LLC based on the waste analytical results and acceptance criteria provided by the waste management facilities. Following loading, transportation to all offsite waste management facilities will entail that trucks exit at Saklan Road and then turn right onto West Winton Avenue, to enter Interstate Highway 880 (I-880).

The soil for disposal as Class II material may be transported to Allied Waste's Newby Island Landfill located at 1601 Dixon Landing in Milpitas, California. The main contact person for the Newby Island Landfill is Mr. Brad Bonner. Mr. Bonner can be contacted at (800) 204-4242, extension 121. Alternatively, soil for disposal as Class II material may be transported to the Altamont Landfill at 10840 Altamont Pass Road, Livermore, California. The main contact person for Altamont Landfill is Ms. Peggy Friddle. Ms. Friddle can be contacted at (925) 455-7383.

If soil containing COCs is characterized as hazardous waste, then it will be manifested and transported to a Class I landfill. Soil containing lead above Site remedial goals and 350 mg/kg will be transported to a Class I landfill (or to a class II landfill permitted to accept lead greater that 350 mg/kg, e.g., Altamont Waste Management Facility), but should not require hazardous waste manifests. The primary Class I disposal facility location will be the Chemical Waste Management's Kettleman Hills facility at 35321 Old Skyline Road in Kettleman City, California. The main contact at the Chemical Waste Management facility is Mr. Edward Vasquez. Mr. Vasquez can be reached at (800) 222-2964.

F.3 TRANSPORTATION MODE AND ROUTE

Trucks for offsite transportation of soil will enter the Site from North Lane. Following loading, the trucks will exit onto Saklan Road and then turn right onto West Winton Avenue, to enter I-880.

F.3.1 Transportation Mode

Soil will be moved offsite utilizing a combination of transfer trailers and end dump trucks. The trucks, capable of transporting approximately 18 cubic yards of material, will be equipped with tarpaulins. The soil will be transported offsite by properly licensed, registered and placarded vehicles. If soil is characterized as a hazardous waste it will then be transported offsite by licensed hazardous waste haulers with appropriate manifests and placarded vehicles. The transportation routes are depicted on Figure F-1.

F.3.2 Non-Hazardous Waste Transportation Route

Soil transported offsite to the Newby Island Landfill in Milpitas, California will follow a route on I-880 south and then east onto Dixon Landing Road (Figure F-1). The travel distance is estimated to be 40 miles roundtrip. The roundtrip travel time is estimated at approximately 1 hour. During rush hour, roundtrip travel time may be up to 3 hours. The transport along this route will follow the anticipated project work hours of 7:00 AM to 7:00 PM. Based on the anticipated roundtrip travel time and production rate, it has been estimated that 50 trucks will be required for the project. It has been estimated that an average of 10 trucks and a maximum of 20 trucks will be required per day.

Soil that is transported to Altamont Landfill will travel north on I-880, east on I-580, exit at Southfront Road, left at Greenville Road and then right on Altamont Pass Road (Figure F-1). The travel distance is estimated to be approximately 70 miles roundtrip and is estimated to take 2 hours. During rush hour, the roundtrip travel time may be up to 4 hours. The transport along this route will follow the anticipated project work hours of 7:00 AM to 7:00 PM. There is a weigh station on I-580 in Livermore, California along this route. Based on the anticipated roundtrip travel time and production rate, it has been estimated that an average of 10 trucks and a maximum of 20 trucks will be required per day.

F.3.3 Hazardous Waste Transportation Route

If soil is characterized as hazardous waste, then it will be transported offsite to Chemical Waste Management in Kettleman City, California and will follow I-880 south, to State Highway 101 south, to State Highway 152 east, to I-5 south then to State Highway 41 west. The transportation route does not use any roadways listed with the California Highway Patrol as prohibited for the hauling of hazardous waste.

The hazardous waste transportation route avoids residential areas to the extent possible. Transport along this route will follow the anticipated project work hours of 7:00 AM to 7:00 PM. There are no weigh stations along the route, although California Highway Patrol frequently operates a portable inspection station on State Highway 152 between State Highway 101 and I-5. The roundtrip distance to Chemical Waste Management in Kettleman City is approximately 400 miles. The roundtrip time to Kettleman City is estimated at 10 hours. Based on the anticipated roundtrip travel time and production rate, it has been estimated that approximately 10 trucks will be required per day.

F.4 LOADING PROCEDURES AND TRAFFIC CONTROL

F.4.1 Loading Procedures

Excavated soil will be directly loaded into the transport trucks using a front-end loader. The trucks will be equipped with tarpaulins to minimize release of dust once the trucks are offsite. In the event that a tarp rips or comes loose, the truck will be stopped and the tarp repaired or replaced. If the tarp is not repairable, the truck will not be moved until a new tarp can be obtained and placed on the truck. Only then will the truck be permitted to continue to the designated disposal facility.

Appropriate water pollution control and dust control measures will be implemented to minimize the dust, soil and mud carried offsite by trucks. Measures to minimize dust may include but are

not limited to dry brushing of tires, placement of gravel at the truck loading area, street sweeping and housekeeping of the loading area to remove soil.

F.4.2 Traffic Control

Trucks awaiting loading will be staged along North Lane. As the loading area becomes available, trucks will enter the Site from North Lane for loading and tarping. The entrance and exit to the Site will be stabilized. The truck loading area will be located adjacent to the active excavation area; and thus will change as the excavation progresses. Steel landing mats will be used to provide a stable area for truck movement on the Site. After manifests or bills-of-ladings are completed, trucks will exit the Site and proceed to the designated disposal facility along the appropriate transportation route. A flagman and traffic cones will be provided to control the exit of trucks from the Site.

F.5 RECORD KEEPING

A log sheet will be maintained that documents the date, time, estimated volume, waste/material, trucking company, driver and vehicles used for the trip. The log will also document the decontamination procedures of the trucks. Log sheets will be kept at the Site. In addition, copies of bills-of-lading, analytical results representing the load, hazardous waste manifests (as appropriate), route maps and directions, emergency instructions and contacts will be carried with each load leaving the Site.

F.6 CONTINGENCY PLAN

F.6.1 Offsite Spillage

Prior to the start of transport operations, the transportation contractors will contact an Emergency Response (ER) contractor to establish communication regarding the project. The ER contractor will be provided with a copy of this Transportation Plan and the Site Health and Safety Plan. The Project Manager will work with the ER contractor to establish appropriate

responses to any spills. The transportation company personnel will be briefed on means for contacting both the Project Manager and the ER contractor in the event of a mishap. All emergency spill response measures will be handled by the ER contractor, including the cleanup and disposal of any spilled material.

In the event of a spill, the driver will stay with the truck until law enforcement or other assistance arrives. If the ER contractor has not been summoned, the driver should do so. In the interim, the driver should place traffic cones around the spill and keep onlookers away from the area. In the event of rain, materials should be bermed as soon as possible to contain the extent of spillage.

In an accident involving others, aid and assistance to injured personnel will be the top priority. Notification will also be made to necessary State and local authorities. The following is a list of emergency numbers to be used in the event of an incident:

Fire Department	911
Police Department	911
CHP	911
Ambulance/Paramedics	911
Office of Emergency Services	800-852-7550
National Response Center	800-424-9300
Department of Fish and Game	800-852-7550

F.7 EMERGENCY SERVICE ORGANIZATIONS

The following is a list of Office's of Emergency Service (OES) organizations along the transportation routes that will be notified of the transportation of hazardous wastes, as appropriate, through their area. The emergency service organizations that will be contacted prior to the commencement of any transportation of hazardous wastes along the transportation routes include:

Alameda County OES
4985 Broder Boulevard
Dublin, CA 94568
(925) 803-7800
(925) 803-7878 fax

Fresno County OES
1221 Fulton Mall
Fresno, CA 93721
(209) 445-3391
(209) 445-3299 fax

Kern County OES
1115 Truxtun Avenue 3rd Floor
Bakersfield, CA 93301
(661) 868-3000
(661) 868-3100 fax

Kings County OES
280 North Campus Drive
Hanford, CA 93230
(209) 582-3211 ext. 2881
(209) 582-8261 fax

Merced County OES
735 Martin Luther King Jr. Way
Merced, CA 95340
(209) 385-7548
(209) 725-0174 fax

San Joaquin County OES
222 E. Weber Avenue, Courthouse, Rm 610
Stockton, CA 95202
(209) 468-3962
(209) 944-9015 fax

Monterey County OES
240 Church Street, Basement, Room 6N
Salinas, CA 93902
(831) 755-5158
(831) 755-5004 fax

San Benito County OES
481 Fourth Street
Hollister, CA 95023
(831) 636-4004
(831) 636-4010 fax

Santa Cruz County OES
701 Ocean Street, Room 330
Santa Cruz, CA 95060
(831) 454-2714
(831) 454-2710 fax

Santa Clara County OES
55 West Younger Avenue, Suite 435
San Jose, CA 95110-1721
(408) 299-3751
(409) 294-4851 fax

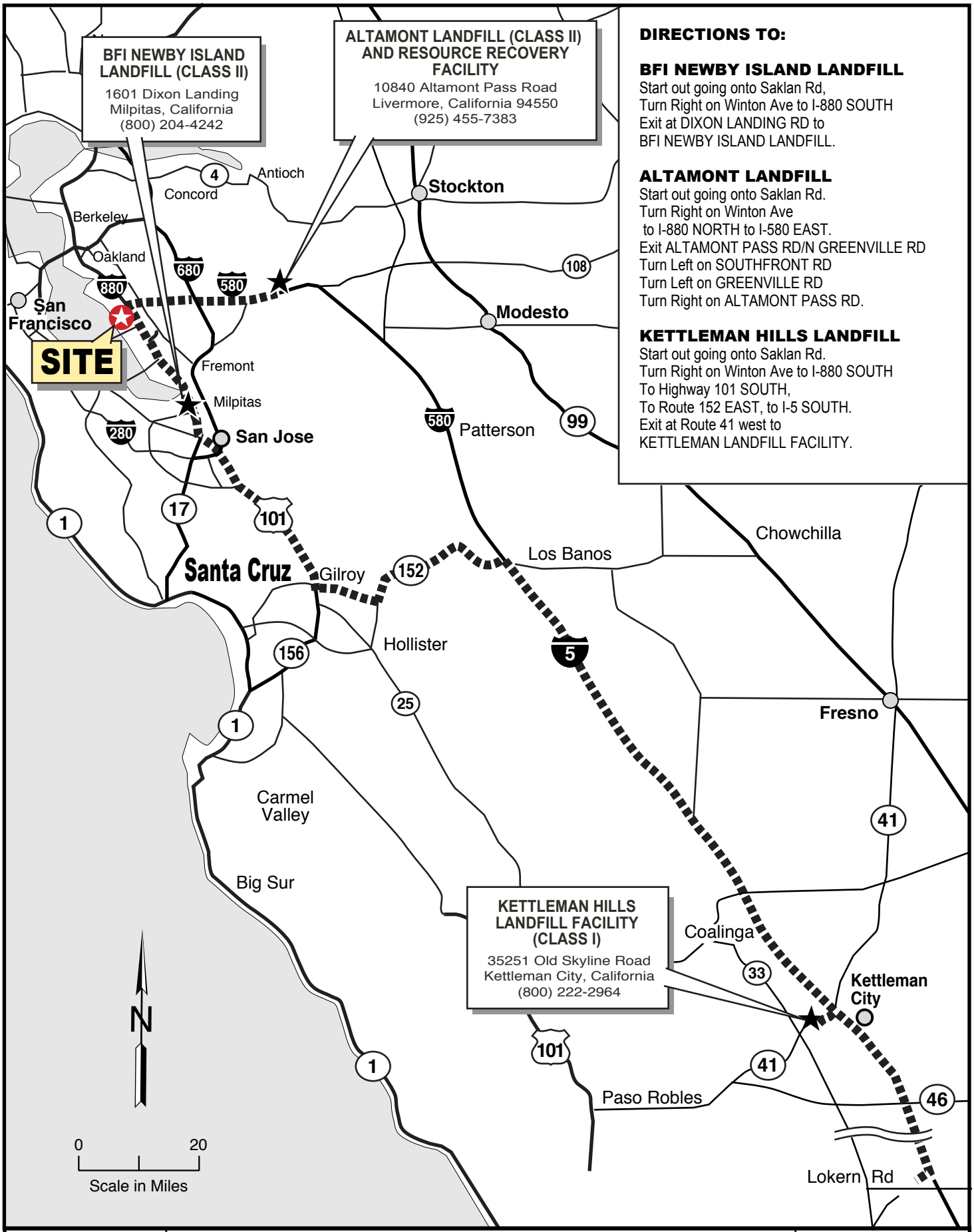

Figure F-1	**Transportation Route to Landfills**	WEST Environmental Services & Technology
April 2006	22958 Saklan Road • Hayward, California	